


THIRTY DOLLARS
PER ANNUM.

Auctions


GOVERNMENT NOTIFICATION.
No. 289.

The following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 3rd day of June, 1901, at 3 P.M., are published for general information.

By Command,


T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th May 1901. [5690]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 3rd day of June, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, containing 75 Acres, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upd. Price.
			N.	S.	E.	W.			
	Rural Building Lot No. 107.		ft.	ft.	ft.	ft.		\$	\$
		North side of Barker Road.	87	87	127	127	11,040	63	1,436


GOVERNMENT NOTIFICATION.
No. 201

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 3rd day of June, 1901, at 3 P.M., are
published for general information.
By Command,
T. SERCOMBE SMITH.

Acting Colonial Secretary.
Colonial Secretary's Office, -
Hongkong, 18th May, 1901. [5700
Particulars and Conditions of the letting by

Public Auction Sale, to be held on Monday, the 3rd day of June, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui,

Kowloon, in the Colony of Hongkong, for a term of 75 Years, commencing from 25th December, 1887.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.W.	S.	E.	W.			

			ft.	ft.	ft.	ft.			
			73	55	33	—	1,300	16	1,300

To be Let.

TO LET.
POSSESSION APRIL 1ST.
1, STEWART TERRACE.

Apply to J. W. NOBLE.
Hongkong, 6th March, 1901. [297c]
TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.
Apply to "S.B."
S. B. 100

Hongkong, 13th March, 1901. [322c
TO LET.
FIRST and SECOND FLOORS of Nos. 1

1 and 3, WONG FONG. Bathroom and Gas suitable for married couple.
Apply to
C. E. WARREN,
25, Aberdeen Street.

Hongkong, 23rd May, 1901. [557c
TO LET.
NOS. 2 and 5, RICHMOND TERRACE,
 Immediate Possession.

Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1961. 1175c

TO LET.
A HOUSE in **RIPON TERRACE.**
HOUSES at **LEIGHTON HILL.**
Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong: 1st May, 1901. [2095]

NO. 6, ICE HOUSE LANE and 3 CO-
DOWNS in DUDELL STREET.
Apply to
A. RUMJAHN.

Hongkong, 20th May, 1901. [542c
TO LET.
 GODOWN in DUDDELL STREET from 1st
 June.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [476c]

Masonic.
ZETLAND LODGE

REGULAR MEETING of the above
LODGE will be held at the **FREE**

GONS' HALL, Zetland Street, on SATURDAY, the 1st June, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 28th May, 1901. 1572c

Today's Advertisements.

PUBLIC AUCTION.

Sult No. 40 of 1901.

ORIGINAL JURISDICTION.

H. PRICE & Co. v. J. M. DE ZUMICA.

THE Undersigned have received instructions from

THE REGISTRAR OF SUPREME COURT

To Sell by

PUBLIC AUCTION.

Under a Writ of Execution issued in the above

Sult.

TO-MORROW.

(THURSDAY), the 30th May, 1901,

at 2.30 P.M.

At No. 9, QUEEN'S ROAD CENTRAL,

SUNDY HOUSEHOLD AND OFFICE

FURNITURE.

Comprising—

DOUBLE IRON BEDSTEAD with WIRE,

LEATHER COVERED DRAWING ROOM

SUITE, TEAKWOOD WARDROBE with

BEVELLED GLASS, MARBLE TOP,

WASHSTAND, TEAKWOOD DRESSING

TABLE, LADY'S DESK, TEAKWOOD

SIDEBOARD with BEVELLED GLASS,

TEAKWOOD DESKS, BOOK CASES,

COPYING PRESS, &c., &c.

Also—

A Quantity of MANILA CIGARS—

Comprising of "Invincibles," "Perfected," "Petit

Bouquets," "Princesses," "Londres," "Regalia

Antonio Lopez," of the PERLA DEL OCCIDENTE

and LA GIRALDA FACTORIES.

And

One HARTFORD TYPEWRITER.

TERMS—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 29th May, 1901. [576c]

NOTICE.

INFORMATION has been received from

our SINGAPORE BRANCH by Wire of the

ROBBERY of \$250,000 of \$50 Notes, issued

by THE HONGKONG AND SHANGHAI BANKING

CORPORATION, SINGAPORE, and the

Public are hereby cautioned against receiving

and/or cashing Singapore Notes of the Denomination

of \$50.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 29th May, 1901. [577c]

FOR SALE.

30 PAIRS of SHEET IRON DOORS suitable

for Godowns, ANGLE IRON

FRAMES, &c., 7' 0" x 4' 11" and 7' 0" x 5' 11".

To clear \$25 per Pair.

Apply to

C. E. WARREN,

25, Aberdeen Street.

Hongkong, 29th May, 1901. [578c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY,"

Captain J. S. Stevenson, will be despatched as

above on FRIDAY, the 28th June,

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 29th May, 1901. [579c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Port, Consignees

of Cargo by her, are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 4th June, will

be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in

the Godowns, and a certificate of the damage

obtained from the Godown Co. within ten days

of steamer's arrival, after which no claims will

be recognised.

MCGREGOR BROS. & GOW,

Hongkong, 29th May, 1901. [579c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG,"

Captain Madsen, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned, and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before 3 P.M.

TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 5th June, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will

be examined on the 5th June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 29th May, 1901. [579c]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 10, Queen's Road Central,

(N. HUGHES & CO.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and

diseases affecting those advancing in life

occur to those having some deficiency in the

construction of the eyes—the many years of

'Eye Strain' ending in serious forms of disease.

Glasses specially adapted in youth to those

requiring them save and preserve the sight.

Constantly recurring headaches, spells of

dimness when reading, weak eyes, the letters

running together, any of these symptoms indicate

a deficiency in the form of the eye requiring

Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVICE FREE.

[579c]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR NEW FACTORY, facing

the sea at the PRATA RECLAMATION,

is constructed with every attention

to the best principles that sanitary

science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 29, 1901.

NOTES AND COMMENTS.

The Flushing of Sewers.

We are pleased to see that Dr. CLARK,

the Medical Officer of Health, is about to

attack the question of flushing the drains of

the Colony in an effective manner, and has

given notice of some very pertinent resolu-

tions which he intends to move at to-morrow's

meeting of the Sanitary Board on this all

important question.

Dr. CLARK's first resolution on the subject

is a most important one. The constant cry

of late years has been that there has not

been sufficient water to allow of the drains

being flushed and hence they have, whenever

we have had a spell of dry weather, been forced

to remain dry. If, as Dr. CLARK suggests,

the water which now runs to waste in the

many nullahs of the City be impounded and

utilized for the flushing of drains, we believe

that except in the very driest seasons the

difficulty will have been overcome. Millions

of gallons of water must be running waste

here daily, and that at a time when our

drains are in want of flushing and our supply

of drinking water is so low that none can be

spared for the purpose. Many of these

nullahs may be contaminated in some way

or other so as to render the water unsuitable

for drinking, but for flushing drains it will

serve all purposes and should be utilized.

We hope that this motion will receive the

careful consideration of the Board and of

the Government and will not, as so many

momentous questions are liable to be, be

allowed to stand over and remain shelved

for a number of years.

The question of the use of seawater for

flushing purposes should also be taken into

account at the same time. It may be that

the supply available in the nullahs will not

be found sufficient for all the flushing that

is required, or perhaps some portions of the

City, those, for instance, lying directly below

Victoria Peak, may not have sufficient water

available for the purpose. If this proves to

be the case then it would certainly be better

to use seawater where fresh is unobtainable.

Seawater may or may not be as good as

fresh where the flushing of drains is con-

cerned, but it will certainly be better than

none at all and should be made use of in

the absence of better arrangements.

Storm-water Drains.

Dr. CLARK's resolution as to the advis-

ability of trapping all the inlets to the storm-

water drains of the City is one that is worthy

of the most careful consideration. As he

points out, these drains are so contaminated

as to be little, if any, better and purer than

the sewers, and it stands to reason that the

sooner their inlets are trapped the better.

For our own part we think that the much

talked of "separate" system of drainage

which prevails here is a great mistake.

Were our sewers our storm-water drains also,

such a question as is at present under con-

sideration would never have cropped up.

It would probably be too much of a burden

on the Colony to attempt to undertake the

alteration of the whole of its drainage system

at this late date, but it is not too late to

adopt Dr. CLARK's recommendation. At

the same time would it not be as well for

the Board to consider the advisability of

doing away with the separate system in all

new districts now being opened up? The

system has proved itself to be a rank failure,

and the sooner that it is done away with as

far as possible the better.

Sales of Crown Land.

We presume that the end aimed at by the

Medical officer of Health, in his resolution

to the effect that no sales of Crown land

shall take place within the jurisdiction of the Sanitary Board until such time as the matter has been considered by them, is that there may be some provision made for playgrounds, public gardens and open spaces. So far the one and only aim of the Government seems to have been to sell as much Crown Land as possible without any regard whatever as to the needs of the Colony in the matter of open spaces. This should be put a stop to as soon as possible.

Could not the question of European reservations be brought up again now? It is only of late years that the Chinese have thrust themselves into the European quarters, and with what disastrous results one has only to glance at the plague returns to see. The two races cannot live side by side in comfort, and we utterly fail to see why a European should be subjected to the annoyance of perhaps having houses on either side of his own taken up by Chinese with their insidious habits and annoying practices. It is all very well to argue that one man is as good as another, he may be perhaps, but that would not be accepted as an excuse for the establishment of a fried fish shop in the basement of the Houses of Parliament. We have heard it stated by some Government Officials that it will end by all the Europeans living at the Peak. This looks very nice upon paper, but it doesn't work out well, for not one half of our European population would be able to afford it. The Europeans on the lower levels are just as much entitled to consideration as their fellows on the Peak and should have their wants attended to. As a matter of fact it is growing to be more and more apparent that this Colony is being run for the convenience of the Chinese alone, and that the Europeans are looked upon by the Authorities as undesirable residents, who are not wanted and must rub along as best they can if they insist upon coming here. We are not anti-Chinese by any means, but we do think that there is a place for all things, the Chinaman included. When he has learnt to keep himself and his premises clean and does not want to keep us awake the whole night long with his discordant noises, we shall not object to him as a neighbour, but these things he will have to learn before we consider him to be a valuable acquisition to a row of houses mainly inhabited by Europeans.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

DE WET'S MOVEMENTS.

LONDON, May 26th.

Nothing whatever is known of De Wet's movements.

A superior force of Boers who attacked a convoy between Ventersdorp and Potchefstroom on the 23rd instant, were repulsed. Our loss was estimated at four killed and thirty wounded.

The convoy arrived safe at its destination.

THE OPERATIONS IN SOMALILAND.

Latest rumours at Aden state that the Mad Mullah has formed an alliance with the Mijertain tribe, who are amply supplied with rifles and ammunition, he thus has 80,000 men available, and severe fighting is anticipated.

THE PLAQUE AT CAPETOWN.

May 27th.

Hitherto there have been 666 cases of plague, and 308 deaths at Capetown.

THE CHINESE COURT TO RETURN TO PEKING.

The Emperor has ordered agents to prepare the Imperial palaces for the occupation of the Court, as soon as the troops depart from Peking.

THE ROYAL VISIT TO AUSTRALIA.

The Duke and Duchess of Cornwall and York, have landed at Sydney.

WEATHER REPORT.

The Observatory report says:—On the 29th at 11.50 a.m. the barometer is falling on the China coast and over the Philippines. Pressure is highest between the E. coast of China and W. Japan, and gradients continue slight for E. winds on the coast, and in the N. part of the China Sea. Forecast:—Moderate E. winds; fair.

LOCAL AND GENERAL.

H.M.S. *Endymion* left Wei-hai-wei for Hongkong on the 25th instant and may be expected shortly.

AFTER a short but successful season at Singapore, Harmsen's Circus leaves there on the 30th inst. for a tour through Java.

THE Nippon Yusen Kaisha steamers *Riojun Maru* and *Matsuyama Maru* have been in collision in Yokohama harbour, the last named vessel having five plates broken, while the *Riojun* escaped without damage.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

PROFESSOR Herkomer's painting of the late Queen after death, says the *Morning Leader*, is to occupy the whole of one of the walls in the Royal Academy this year. The picture is to be suitably hung with purple draperies.

Not long ago a wedding took place at a certain church in Mossley; Miss Ooks was marrying Mr. Wheat. After the wedding service was over, and they were both walking down the aisle, the organ began to play, "Oh, what shall the harvest be?"—E.

THE British ship *Celeste Burrill*, bound for Hongkong from Manila, was caught in a tremendous gale, and dismasted. She put back into Hongkong for repairs to-day, and reports picking up eight men at sea, presumably a Chinese shipwrecked crew.We shall be obliged if any subscriber, on receiving his paper late or irregularly, will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

WORKSHOP enjoys the distinction of sending the tallest four brothers serving in the King's army—the sons of Mr. William Walters, of Parkst. Their "dimensions" are as follow: Sergt. W. Walters, 6ft. 4in. (2nd Grenadier Guards); Lance-corp. A. Walters, 6ft. 3in. (Baden-Powell's Mounted Police, late 1st Grenadier Guards); Sergt.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th May, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hankow, 19th May 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI,"

will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO.

Hongkong, 23rd May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIEL"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

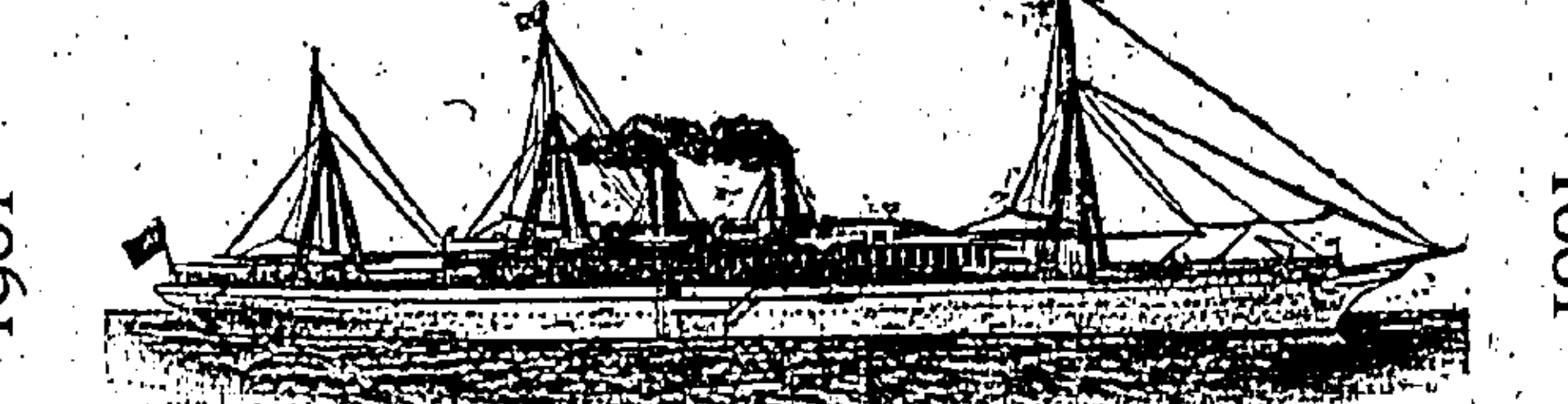
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th May, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the EXURRANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGÖVIA	HAVRE and HAMBURG.	31st May.
WITTENBERG	(Calling at SINGAPORE and PENANG.)	Freight.
Hempel	HAVRE, BREMEN and HAMBURG.	12th June.
NUERNBERG	(Calling at SINGAPORE and COLOMBO.)	Freight.
Mayer	HAVRE and HAMBURG.	25th June.
SAMBIA	(Calling at SINGAPORE.)	Freight.
Schmidt	HAVRE and HAMBURG.	25th July.
	(Calling at SINGAPORE.)	Freight.

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 27th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"FAKHAI"	30th instant.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"SHANTUNG"	31st instant.
SHANGHAI, AMOY, SINGAPORE, SAMARANG and SOERABAYA	"WAMPPOA"	31st instant.
ILLOILO and CEBU	"KATONG"	4th June.
MANILA and ILOILO	"SUNGKIANG"	4th June.
WEI-HAI-WEI and TIENTSIN	"KWEIYANG"	5th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLADVOUS"	11th June.
	"ALCINOUS"	14th June.

S.S. "PROMETHEUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN, on the 31st instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	11th June.
	"MACHAON"	25th June.
	"PROMETHEUS"	9th July.
LIVERPOOL (DIRECT).	"RHIPHEUS"	6th June.

For Freight, apply to:

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 29th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co's Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above on FRIDAY, the 31st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJI MARU," will be despatched for the above Ports, on SUNDAY, the 2nd June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 1,3379 about 27 June to

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 19th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers.

Hongkong, 29th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above TO-MORROW, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

THE ROBINSON

PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

The Share Market.

LATEST QUOTATIONS.

(May 29th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.	\$125	37 1/2 premium
The Bank of China (Preference).	£ 5	Nominal
The Bank of China (Ordinary).	£ 4	£1
The Bank of China & Japan, Limited.	£ 1	£5 buyers
National Bank of China, Ltd.	£ 8	£27 buyers
Do. Founders.	£ 1	£15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tis. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 25	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$874 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$344 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$134 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$65 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$53 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	\$54 sellers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	\$12 buyers
Star Ferry Co., Ltd.	£ 5	\$7 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$134 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 9	\$78 sellers
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	\$ 250	\$320 buyers
Queen Mine, Ltd.	25 cts.	7 cents sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$5.25 sellers
Raub Allain Gold Mining Co., Ltd.	18s. 10d.	\$22
Oliver Freehold Mines, Ltd. A.	\$ 5	\$12 sellers
Oliver Freehold Mines, Ltd. B.	\$ 5	\$12 sellers
Docks, Wharves and Godowns.	\$ 50	\$3174 sales
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105
Whampoa & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$105
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64
New Amoy Dock Co., Ltd.	\$ 64	\$224 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$197
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$56 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$129 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphreys Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$8 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tis. 100	Tis. 50 buyers
International Cotton Mfg. Co., Ltd.	Tis. 100	Tis. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tis. 100	Tis. 50
Soy Chee Cotton Spinning Co., Ltd.	Tis. 500	Tis. 325
Yahloong Cotton Spinning Co., Ltd.	Tis. 100	Tis. 25
Ginger Companies.		
Alhambra, Limited.	\$500	100 % p.
La Commercial, Ltd.	\$500	100 % p.
Hensiana Limited.	\$500	par
La Favorita	\$500	50 % p. sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$194 sellers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited.	\$ 10	\$164 ex div.
Watkins, Limited.	\$ 10	\$94 buyers
Hongkong Electric Co., Limited.	\$ 5	\$124 buyers
Hongkong Electric Gas Co., Ltd.	\$ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$1574 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 buyers
Tebuui Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	Kitch, Mr. E. A.
Angus, Mr. H.	Kiame, Mr. A.
Arnold, Mr. H.	Kiame, Mr. A.
Ashdown, Mr. & Mrs. King, Maj. H. S. R.E.	Kiame, Mr. A.
Atkinson, Mrs. & Miss Kirkwood, H. T.	Kiame, Mr. A.
Auld, Mr. J. S.	Lavi, Mr. A. S.
Bailey, Mr. W. S.	Littledale, R.E., Major
Bell, Mr. and Mrs. O. R. P.	Long, Mr. & Mrs. D. M.
B. D.	Macdonald, Mr. D.
Benjamin, Mr. David	Macdonald, Mr. D.
Beringer, Mr. F. J. G.	Marlow, Mr. C.
Bierman, Mr. J.	Mattock, Mr. S. C.
Black, Mr. J.	McLellan, Mrs. and infant
Brandreth, R.N., Lt. & Mrs.	Montgomery, Mr. G. C.
Brooks, Major & Mrs.	Mudge, Mr. Geo.
Bruce, Mr. and Mrs.	O'Brien, Mr. Geo.
Burnie, Mr. C. M. G.	O'Brien, Mr. Geo.
Busutur, Mr. C.	O'Brien, Mr. Geo.
Cameron, Mr. D. H.	Parfit, Mr. W.
Campbell, Mr. C.	Pascual, Mr. C.
Clark, Mr. & Mrs. F.	Price, Mr. C. J.
Cole, Mr. C. E.	Reich, Mr. A. H.
Davis, Mrs. W. & child	Rice, Col. and Mrs.
Denroche, Mr. P. C.	Robertson, Mr. G.
Dickson, Mr. G. M.	Roberts, Mr. and Mrs. John
Discombe, Mr. G. M.	Robinson, Mr. V. C.
Dorehill, R.A., Major	Schubinger, Mr. C.
Dyson, Capt. F. S.	Schouw, Mr. C.
Ferris, Mr. J.	Stewart, Mr. E. H.
Gibson, Mr. Kennedy	Stewart, Mr. E. H.
Girmer, Mr. John	Stewart, Mr. E. H.
Gleane, Mrs. W.	Stewart, Mr. E. H.
Glover, Mr. C.	Taylor, Mr. D. G.
Grant, Mr. John	Taylor, Mr. D. G.
Grant, Mr. W.	Thomas, Mr. Harry
Hannon, Mr. J. M.	Tibbitts, Mr. H. M.
Harman, Mr. F.	Waite, Mr. H. E.
Harold, Mr. W.	Wakeman, Mr. G. H.
Harris, Mr. F.	Warner, Mr.
Hochappel, Mr. E. C.	Watts, Mr. and Mrs. Frank W.
Howard, Mr. T. H.	Whaley, Mr. W. J. G.
Huke, Mr. and Mrs. A. N.	Wild, Lieut. and Mrs. Bagnall
Innes, Capt.	Williamson, Mr. and child
Jacobs, Mr. E. N.	Williamson, Mr. and child
Jackson, Mrs. J. B. and child	Woolen, Mr. J. J.
Jeffreys, R.E., Major	Wright, Mr. and Mrs. Joseph
Johnson, Mr. and Mrs. Wynter, Mr. C. R.	
Joseph, Mr. & Mrs. E.S.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lang, Dr. J. E.
Benjamin, Mr. S. S.	Lee, Mr. J. K.
Bonnam, Mr. J. W. C.	Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R.	Martin, Mr. R.
Brown, Colonel F.	Miller, Mr. and Mrs. Brown
Brusse, Mr. G.	Newall, Mr. Stuart G.
Cameron, Mr. Allan	O'Gorman, Col. The
Carrington, Sir John, C.M.G.	O'Gorman, Madam
Carrington, Miss	O'Gorman, Madam
Collard, Col. A. W.	Pitt, Mr. John, R.N.
Crookenden, Col.	Pollock, Mr. H. E.
Dann, Mr. G. H.	Pyne, Capt. R.A.M.C.
Dietrich, Mr. F.	Pyne, Mrs.
Ezekiel, Mr. J. S.	Quinn, Mr. M.
Ezekiel, Mr. R. M.	Rubie, Mr. W. A. (U. Forster, Mr. Andrew. S. Consul of America)
Fraser, Mr. and Mrs. Rubie, Mrs. W. A.	
Graham, Mr. D. M.	Shelton, Mr. Edward
Harston, Dr. and Mrs. Sinclair, Mr. A. G.	
G. M.	Stokes, Mr. A. G.
Gumpert, Mr. and Mrs. Tomlin, Mr. G. L.	
Hays, Mr. J.	Wheeler, Mr. H. B.
Hughes, Col. G. A.	Wheeler, Lt.-Col. J. L.
Irwin, Mr. E. H.	

CRAIGIEBURN.

Anderson, Mr. Jas.	Helms, Mr. W.
Brown, Mr. and Mrs. Lowe, Mr. A. R.	
H. Matheson	Pye, Mr. E. B.
Crouch, Mr. J. W.	Volpich, Consul

KOWLOON HOTEL.

Cleashy, Mr. W. H.	Mercer, Mr. and Mrs. Davies, Mr. W.
Dean, Mr. F.	Nobis, Prof. A. P.
Dowds, Mrs. Lottie	Spittles, Mr. J.
Earby, Mr. E. A.	Williams, Mr. G. F.
Leary, Lieut. C.	Wisheit, Mr. & Mrs. H.

EXCHANGE.

Hongkong, 29th May.	
ON LONDON, Telegraphic Transfer, 1/11 1/16	
Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight 2/0 1/16	
Diments, 4 months' sight 2/0 1/16	
ON BERLIN, Bank Bills, on demand 2/2 1/2	
Credits, 4 months' sight 2/2 1/2	
ON NEW YORK, Bank Bills, on demand 48	
Credits, 30 days' sight 48 1/2	
ON BOMBAY, Telegraphic Transfer 147 1/2	
On demand 148	
ON SHANGHAI, Telegraphic Transfer 72 1/2	
Private 30 days' sight 72 1/2	
ON OKOHAMA, T.T. 3 1/2	
Sovereigns, Bank's Buying Rate 3 1/2	
Gold Leaf 100 touch, per tael 52.00	
Bar Silver 27 9/16	
Dollars 27 9/16	

OPIUM QUOTATIONS.

Hongkong, 29th May.	
New Patna 593 1/2 per chest	
New Benares 597 1/2	
Old Benares 595 per picul	
Old Malwa 580	
Persian, paper tied 580	

VESSELS IN PORT.

Steamers.	
AIRIE, British steamer, 4,500 tons, St. John George, 28th May—Sydney May, Brisbane 7th, Townsville and Cairns 10th, Cooktown 11th, Thursday Island 11th, Port Darwin 16th, and Manila 24th, General—Gibb, Livingston & Co.	
ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BENVOLICH, British steamer, 2,164, R. W. Thomson, 26th May—Moji 21st May, Coal—Gibb, Livingston & Co.	
BREMAH, British steamer, 2,316, Wm. Watt, 24th May—Dunry 19th May, Ballast—Doddwell & Co., Ltd.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	
CHIVERN, American str., 1,177, H. Sleeman, 26th May—Shanghai 23rd May, General—C. M. S. N. Co.	
CHOWTAY, German steamer, 1,115, A. Müller, 26th May—Hohow 27th May, Flgs and Hens—Butterfield & Swire.	
CHWISMAN, British steamer, 1,261, Jonkins, 24th May—Bangkok 18th May, Rice—Bradley & Co.	
DEVAVONGSE, German steamer, 1,057, H. Tector, 23rd May—Bangkok 17th May, General—Butterfield & Swire.	
DIAMANTE, British steamer, 1,254, A. Ramsay, 26th May—Manila 23rd May, General—Shewan, Tomes & Co.	

DORIC, American steamer, 1,691, Harry Smith, R.N.R., 24th May—San Francisco 25th April, Honolulu 24th May, Yokohama 16th, Kobe 17th, Nagasaki 19th, and Shanghai (Wooching) 21st, Mails and General—O. & S. Co.	
DUKE OF FIFE, British steamer, 2,416, J. S. Cox, 27th May—Yacoma via Japan 25th April, General—Doddwell & Co., Ltd.	
EASTERN, British steamer, 3,500, Wintthrop Ellis, 26th May—Kobe 21st May, General—Gibb, Livingston & Co.	
ELITA, NOSSACK, German steamer, 1,161, H. Bruhn, 18th May—Chinkiang 13th May, General—E. A. T. Co.	
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 28th May—Vancouver, (B.C.) 6th May, and Shanghai 25th, Mails and General—C. P. R. Co.	
EVA, German steamer, 2,037, Ghr. Petersen, 23rd May—Bangkok 16th May, Rice—Butterfield & Swire.	
HAILAN, French steamer, 377, M. Marlis, 27th May—Pakhai 25th May, and Hohow 26th, General—A. R. Marly.	
HAIMUN, British steamer, 616, W. J. Davis, 28th May—Tamsui 25th May, and Swatow 27th, General—Douglas, Lapraik & Co.	
KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th May—Loilo and Cebu 20th May, General—Butterfield & Swire.	
KEONG WAI, German steamer, 1,115, A. von Riegen, 27th May—Bangkok 19th May, Rice and Teak—Butterfield & Swire.	
KWEIYANG, British steamer, 1,062, A. W. O'uterbridge, 27th May—Tientsin 21st May, General—Butterfield & Swire.	
LOONGSANG, British steamer, 1,092, G. S. Weigall, 26th May—Manila 23rd May, Hemp—Jardine, Matheson & Co.	
LOVAL, German steamer, 1,237, Weidlich, 23rd May—Pekolangan Java 10th May, Sugar—Sander, Wieler & Co.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April.	
MUNCHEN, German steamer, 4,091, Krebs, 28th May—Caroline Islands 15th May, Ballast—Melchers & Co.	
NATUNAG, German steamer, 958, W. Bartling, 23rd May—Yap 15th May, Ballast—Melchers & Co.	
POMPEY, American steamer, 785, J. H. Seiverville, 21st May—Manila 18th May, Coal—U. S. Navy.	
SAI SANG, British steamer, 2,124, Payne, 28th May—Newport, Wales, and Singapore 22nd May, Coal—Jardine, Matheson & Co.	
SEGOVIA, German steamer, 5,872, Th. Förck, 27th May—Japan 22nd May, General Land Coal—Carlowitz & Co.	
SHANTUNG, British steamer, 1,835, T. Quail, 18th May—Saigon 14th May, Rice and Rice-flour—Butterfield & Swire.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TAI CHEONG, German steamer, 828, H. Ahrens, 13th May—Saigon 6th May, Rice and Flour—Meyer & Co.	
TITANIA, German steamer, 1,218, Kruttsfeldt, 22nd May—Wilhelmshaven 1st April, and Singapore 15th May, General—Jensen & Co.	
UNIVERS, Norwegian steamer, 1,635, U. V. Eginnes, 27th May—Chefoo 21st May, Flgs—Order.	
WONGKAI, German steamer, 1,108, Buller, 28th May—Yap 15th May, General—Butterfield & Swire.	

Sailing Vessels.

DUNDEE, British ship, 1,008, Hemming, 14th Oct.—New York 20th June, Kerosine Oil—Standard Oil Co.	
EVIE J. RAY, American bark, Kaster, 24th May—Singapore 27th Mar., Timber—Sander, Wieler & Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Kandy via Cape Town 26th Sept., Coal—Government.	
LOUISA, KENNEDY, American schooner, 155, A. H. Olsen, 30th Mar., Ponape and Caroline Island 17th Mar., Copra—Master.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 28th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemssen & Co.	

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May, Master—26th Mar., Sandalwood—Master.	
VALE OF DOON, British bark, 717, Petersen, 28th May—Rajahmundry 29th April, Timber—Sander, Wieler & Co.	
VIMEIRA, British 4-masted bark, 2,333, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 29th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Lum, Hongkong.	
Arcturion, 2nd-class cruiser, 4,500 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woonung.	
Argo, 1st-class cruiser, 11,000 tons, 16 guns, 1,600 i.h.p., Capt. G. H. Cherry, R.N., Shanghai.	
Astron, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.	
Harflur, 10th-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woonung.	
Bonaventura, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Hongkong.	
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,400 i.h.p., Commander Sir Bouchier Vrey, Hart, Shanghai.	
Brilliant, 1st-class gunboat, 710 tons, 1,300 i.h.p., 12 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,110 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.	
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillyard, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Wei-hai-wai.	
Exe, coast-defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 i.h.p., in reserve.	
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 1,300 i.h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 15,500 i.h.p., Captain P. B. Inglisfield, en route Japan.	

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 15,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, en route Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davidson, Shanghai.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnit, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 1,700 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 16 guns, 15,500 i.h.p., Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Woonung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mansel, Shanghai.

Phenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Pluvier, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.

Robin, river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Spide, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 3 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 6 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 36, 37, and 38, first-class; and 3 second-class boats